

notifies the Secretary to the contrary. Provided further, a waiver granted by the Secretary will be in effect until September 30, 2000."

SPECTER AMENDMENT NO. 1450

Mr. WARNER (for Mr. SPECTER) proposed an amendment to the bill S. 440, supra; as follows:

At the appropriate place in the bill, insert the following:

SEC. . CLARIFICATION OF ELIGIBILITY.

The improvements to, the former Pocono Northeast Railway Company freight rail line by the Luzerne County Redevelopment Authority that are necessary to support the rail movement of freight, shall be eligible for funding under sections 130, 144, and 149 of title 23, United States Code.

LEVIN AMENDMENT NO. 1451

Mr. BAUCUS (for Mr. LEVIN) proposed an amendment to the bill S. 440, supra; as follows:

SEC. 204. TOLL ROADS, BRIDGES, TUNNELS, NON-TOLL ROADS THAT HAVE A DEDICATED REVENUE SOURCE, AND FERRIES.

Section 129 of title 23, United States Code, is amended—

(1) by revising the title to read as follows:

"§ 129. Toll roads, bridges, tunnels, non-toll roads that have a dedicated revenue source, and ferries"; and

(2) by revising paragraph 129(a)(7) to read as follows:

"(7) LOANS.—

"(A) IN GENERAL.—A State may loan an amount equal to all or part of the Federal share of a toll project or a non-toll project that has a dedicated revenue source, specifically dedicated to such project or projects under this section, to a public entity constructing or proposing to construct a toll facility or non-toll facility with a dedicated revenue source. Dedicated revenue sources for non-toll facilities include: excise taxes, sales taxes, motor vehicle use fees, tax on real property, tax increment financing, or such other dedicated revenue source as the Secretary deems appropriate.

ABRAHAM (AND LEVIN) AMENDMENT NO. 1452

Mr. WARNER (for Mr. ABRAHAM, for himself and Mr. LEVIN) proposed an amendment to the bill S. 440, supra; as follows:

Strike lines 7 through 10 on page 33 and insert the following:

"(5)(A) I-73/74 North South Corridor from Charleston, South Carolina, through Winston-Salem, North Carolina, to Portsmouth, Ohio, to Cincinnati, Ohio, to termini at Detroit, Michigan, and Sault Ste. Marie, Michigan.

BREAUX (AND JOHNSTON) AMENDMENT NO. 1453

Mr. BAUCUS (for Mr. BREAUX and Mr. JOHNSTON) proposed an amendment to the bill S. 440, supra; as follows:

At the appropriate place in title I, insert the following:

SEC. 1 . . . TRANSFER OF FUNDS BETWEEN CERTAIN DEMONSTRATION PROJECTS IN LOUISIANA.

Notwithstanding any other law, the funds available for obligation to carry out the project in West Calcasieu Parish, Louisiana, authorized by section 149(a)(87) of the Sur-

face Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17; 101 Stat. 194) shall be made available for obligation to carry out the project for Lake Charles, Louisiana, authorized by item 17 of the table in section 1106(a)(2) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 105 Stat. 2038).

BUMPERS AMENDMENT NO. 1454

Mr. BAUCUS (for Mr. BUMPERS) proposed an amendment to the bill S. 440, supra; as follows:

At the appropriate place, insert the following:

SEC. . NORTHWEST ARKANSAS REGIONAL AIRPORT CONNECTOR.

Notwithstanding any other provision of law, the Federal share for the intermodal connector to the Northwest Arkansas Regional Airport from U.S. Highway 71 in Arkansas shall be 95 percent.

STEVENS AMENDMENT NO. 1455

Mr. WARNER (for Mr. STEVENS) proposed an amendment to the bill S. 440, supra; as follows:

On page 36, on line 12, strike the quotation mark and second period and insert:

"(24) The Dalton Highway from Deadhorse, Alaska to Fairbanks, Alaska."

BOXER AMENDMENT NO. 1456

Mr. CHAFEE (for Mrs. BOXER) proposed an amendment to the bill S. 440, supra; as follows:

In the appropriate place, insert the following: "At the end of section 5309(g)(4) of title 49, U.S.C., add the following new sentence: 'The Secretary may enter future obligations in excess of 50 percent of said uncommitted cash balance for the purpose of contingent commitments for projects authorized under section 3032 of Public Law 102-240.'"

FRIST (AND OTHERS) AMENDMENTS NO. 1457

Mr. CHAFEE (for Mr. FRIST for himself, Mr. FAIRCLOTH, Mr. HELMS, and Mr. THOMPSON) proposed an amendment to the bill S. 440, supra; as follows:

On page 26, line 3, strike "1995" and insert "1994".

On page 26, line 8, strike "1995" and insert "1994".

On page 26, between lines 13 and 14, insert the following:

(c) EFFECT OF LIMITATION ON APPORTIONMENT.—Notwithstanding any other law, for each of fiscal years 1996 and 1997, any limitation under this section or an amendment made by this section on an apportionment otherwise authorized under section 1003(a)(4) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 105 Stat. 1919) shall not affect any hold harmless apportionment adjustment under section 1015(a) of the Act (Public Law 102-240; 105 Stat. 1943).

COHEN (AND OTHERS) AMENDMENTS NO. 1458

Mr. BAUCUS (for Mr. COHEN for himself, Mr. KERRY, and Ms. SNOWE) proposed an amendment to the bill S. 440, supra; as follows:

At the appropriate place in title I, insert the following:

SEC. 1 . . . AVAILABILITY OF CERTAIN FUNDS FOR BOSTON-TO-PORTLAND RAIL CORRIDOR.

Section 5309 of title 49, United States Code, is amended by adding at the end the following new subsection:

"(p) BOSTON-TO-PORTLAND RAIL CORRIDOR.—Notwithstanding any other provision of law, up to \$3,600,000 of the funds made available under this section for the rail corridor between Boston, Massachusetts and Portland, Maine may be used to pay for operating costs arising in connection with such rail corridor under section 5333(b)."

INOUE (AND AKAKA) AMENDMENT NO. 1459

Mr. BAUCUS (for Mr. INOUE for himself and Mr. AKAKA) proposed an amendment to the bill S. 440, supra; as follows:

At the appropriate place, in title I, insert the following:

SEC. 1 . REVISION OF AUTHORITY OF MULTIYEAR CONTRACTS.

Section 3035(w) of Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 105 Stat. 2136) is amended by adding at the end the following: "Of the funds provided by this subsection, \$100,000,000 is authorized to be appropriated for regionally significant ground transportation projects in the State of Hawaii."

JOHNSTON (AND BREAUX) AMENDMENT NO. 1460

Mr. BAUCUS (for Mr. JOHNSTON for himself and Mr. BREAUX) proposed an amendment to the bill S. 440, supra; as follows:

Add new section as follows:

Notwithstanding any other provisions of law, section 1105(e)(2) of Public Law 102-240 is amended by adding at the end the following new sentence: "A feasibility study may be conducted under this subsection to identify routes that will expedite future emergency evacuations of coastal areas of Louisiana."

GRAMS (AND WELLSTONE) AMENDMENTS NO. 1461

Mr. WARNER (for Mr. GRAMS for himself and Mr. WELLSTONE) proposed an amendment to the bill S. 440, supra; as follows:

At the appropriate place in title I, insert the following:

SEC. 1 . 34TH STREET CORRIDOR PROJECT IN MOORHEAD, MINNESOTA.

Section 149(a)(5)(A) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17; 101 Stat. 181) is amended—

(1) in clause (i), by striking "and" at the end; and

(2) by inserting "and (iii) a safety overpass," after "interchange,".

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON ARMED SERVICES

Mr. COATS. Mr. President, I ask unanimous consent that the Committee on Armed Services be authorized to meet on Wednesday, June 21, 1995, at 9:30 a.m. in executive session, to discuss markup procedures and major issues in review of the defense authorization request for fiscal year 1996 and the future years defense program.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON GOVERNMENTAL AFFAIRS

Mr. COATS. Mr. President, I ask unanimous consent on behalf of the Governmental Affairs Committee to meet on Wednesday, June 21, at 10 a.m. for a hearing on S. 929, the Department of Commerce Dismantling Act.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON LABOR AND HUMAN RESOURCES

Mr. COATS. Mr. President, I ask unanimous consent that the Committee on Labor and Human Resources be authorized to meet for an executive session, during the session of the Senate on Wednesday, June 21, 1995 at 9 a.m.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON LABOR AND HUMAN RESOURCES

Mr. COATS. Mr. President, I ask unanimous consent that the Committee on Labor and Human Resources be authorized to meet for a hearing on the Oversight of OSHA, during the session of the Senate on Wednesday, June 21, 1995 at 10:30 a.m.

The PRESIDING OFFICER. Without objection, it is so ordered.

SELECT COMMITTEE ON INTELLIGENCE

Mr. COATS. Mr. President, I ask unanimous consent that the Select Committee on Intelligence be authorized to meet during the session of the Senate on Wednesday, June 21, 1995 at 2 p.m. to hold an open hearing on Intelligence matters.

The PRESIDING OFFICER. Without objection, it is so ordered.

ADDITIONAL STATEMENTS

FOREIGN AID HAS ITS USES

• Mr. SIMON. Mr. President, through the years I have found Brent Scowcroft to be one of the more rational and thoughtful people, when it comes to foreign policy.

Recently, he had an op-ed piece in the New York Times titled, "Foreign Aid Has Its Uses," and it makes eminent good sense. I ask that it be printed in the RECORD at the conclusion of my remarks.

What concerns me is that while U.S. leadership abroad is slipping—and that should concern all of us—we are accelerating the slippage by cutting back on foreign aid.

In addition, when we cut foreign aid and increase military spending, we increase the likelihood of the use of the military option rather than other options that could save lives and bring stability.

The great threat to the world today is instability.

We should heed the words of Brent Scowcroft.

The material follows:

[From the New York Times, June 12, 1995]

FOREIGN AID HAS ITS USES

(By Brent Scowcroft)

Foreign assistance is again undergoing the "perils of Pauline" as it wends through the

Congressional gauntlet. This happens yearly, but the dangers today seem especially ominous. With the search for budget economies so desperate, using up funds for what detractors call foreign giveaways when programs to assist needy Americans are being slashed seems unconscionable to many.

Foreign assistance, with us since the Marshall Plan, has been perhaps the most unpopular legislation to come before Congress for some years. The increased peril it faces arises mainly from the loss of the justification the cold war provided.

The case for foreign assistance is simple, basic—and misunderstood. The core argument is that foreign assistance is a fundamental instrument of foreign policy.

There are three main ways through which, separately or in combination, we can exert influence abroad. One is traditional diplomacy. Another is economic or military coercion. When diplomacy alone is inadequate and coercion too extreme or inappropriate, we have to turn to foreign assistance—the use of economic incentives.

Why the difficulty in persuading Congress and the nation of its merits? One reason is that some foreign assistance programs, however meritorious, have become so encrusted with activities and outlays that have so little to do with our direct national interests that the main purpose of the programs has become obscured.

In the cold war, our aid programs could carry this burden, but now the entire economic assistance edifice is endangered. We must refocus the programs to make them directly relevant to our national interests. For example, we need to emphasize the security requirements of countries of particular concern—Israel and Turkey, for example. We have to strengthen stability in areas of strategic interest: Gaza, Jericho, Poland and Czechoslovakia. We should see the Central American peace process through to its conclusion.

We need to suitably compensate countries that provide military installations as well as cooperation and support on issues of particular importance to us. For example, we recently offered incentives to Caribbean countries to accept Haitian and Cuban refugees.

We need to be able to respond quickly to unforeseen circumstances and unusual opportunities. For example, right after the ouster of Gen. Manuel Antonio Noriega, we helped Panama pay off its debts to international financial institutions, thus making other economic aid possible.

When Fidel Castro leaves the scene, economic assistance to Cuba may be needed immediately to ease the transition. A contingency fund for that purpose would be useful.

Support for democracy and for sustainable economic development serve our interests, but they are not top priorities. For example, help for the Development Fund for Africa would flow from the American tradition of compassion and altruism. And while our contributions to such international financial institutions clearly benefit us in the long term, we should base such aid on our wish to promote global prosperity rather than to promote specific American interests.

Like it or not, America has inherited the mantle of world leadership. In searching for budget cuts, we must not destroy foreign aid, a crucial means of exercising that leadership. •

CHISHOLM TRAIL ROUNDUP, FORT WORTH, TX

• Mrs. HUTCHISON. Mr. President, more than 100 years ago, cattle drives made their way across the Texas plains

toward the railhead of Abilene, KS, along what came to be known as the Chisholm Trail. Within a span of only 2 decades, the Chisholm Trail not only transformed settlements and towns, like Fort Worth, into major centers of commerce, it also produced one of our Nation's most enduring folk heroes—the cowboy.

Since 1976, the Chisholm Trail Roundup has been held in the historic stockyards district of Fort Worth, TX. The roundup celebrates the Western spirit of adventure and perseverance and honors the cultures of tribe and nation that forged a new way of life on the American frontier. From native American dances to cowboy gunfights, the roundup displays all aspects of frontier life and creates an atmosphere in which learning about our history and enjoying the festival come together.

As one of the country's largest annual festivals, the Chisholm Trail Roundup is nonprofit and benefits Western heritage organizations. This past weekend, Fort Worthians gathered once again to celebrate the city's rich heritage and to relive one of the most memorable times in American history.

Mr. President, as the junior Senator from Texas, I would like to recognize the Chisholm Trail Roundup and its efforts to remind us to our pioneering heritage. I appreciate the thousands of hours of work that went into planning this event and am looking forward to many more roundups in the years to come. •

COMMEMORATING EAST BRUNSWICK HIGH SCHOOL'S AWARD-WINNING PERFORMANCE IN THE "WE THE PEOPLE . . . THE CITIZEN AND THE CONSTITUTION" NATIONAL FINALS

• Mr. BRADLEY. Mr. President, I rise today to congratulate a group of young New Jerseyans whose perseverance and achievement warrant the highest praise. These are not heroes or public figures of the usual variety, but a group of high school students who have mastered an understanding of the basis of our Government, the Constitution. I am proud to announce that students from East Brunswick High School in New Jersey have won second place in the "We the People . . . The Citizen and the Constitution" national finals.

Twenty-three students from East Brunswick High School came to Washington this May to compete against teams from all 50 States. After extensive study of the Constitution and the Bill of Rights, and preliminary competitions within the State, the students faced a panel of judges in a simulated congressional hearing. They were required to draw on their knowledge of the Constitution and American history to answer questions involving the subtleties and complexities of the Bill of Rights.

I am proud to draw attention to these students, who on May 1 were prepared to discuss issues ranging from school